



Public Works Department

2100 Thousand Oaks Boulevard • Thousand Oaks, CA 91362
Phone 805/449.2400 • Fax 805/449.2475 • www.toaks.org

March 12, 2015

Jay T. Spurgin
Public Works Director

Ms. Ellen Talbo, Program Analyst
Ventura County Transportation Commission
950 County Square Drive, Suite 207
Ventura, CA 93002

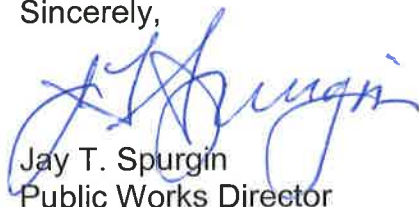
Subject: Claim for FY 2014/2015 TDA Article 3

Dear Ms. Talbo:

The City of Thousand Oaks is requesting TDA Article 3 funds for the construction of sidewalks, bike lanes, and curb ramps on Westlake Boulevard between U.S. 101 and Triunfo Canyon Road. The total TDA Article 3 request for FY 2013/2014 is \$60,000 with a City match of \$560,000. It is estimated that total project costs will be \$620,000.

Attached are the completed claim forms for your use. The City Council Resolution will follow funding approval.

Sincerely,



Jay T. Spurgin
Public Works Director

Attachments

c: Clifford G. Finley, City Engineer
Nancy Arrieta, Associate Financial Analyst

DPW: 660-40\k\dlz\final\Spurgin\14-16 TDA Article 3 Westlake Sidewalk Cover Letter.kl



**VENTURA COUNTY TRANSPORTATION COMMISSION
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3
PEDESTRIAN AND BICYCLE PROGRAM**

**FISCAL YEAR 2015/2016
PROJECT APPLICATION**

I. Project Name and Funding Request

a. Applicant Agency:	City of Thousand Oaks
b. Funds Requested:	\$50,000
c. Project Title:	Construct sidewalks, bikelanes, and curb ramps on Westlake Blvd between U.S. 101 and Triunfo Canyon Road.
d. Project Summary (100 words):	The project is the design and construction of the two missing sidewalks located on both sides of State Route 23, between U.S. Route 101 and Triunfo Canyon Road. The new sidewalks will provide a path for pedestrians to travel, removing the conflicts between cyclists and pedestrians. In addition to the new sidewalks, the project also includes installing crosswalks, curb ramps, and restriping the bike lanes. . This is a City initiated project located on Caltrans right-of-way.
e. Project Type (select one):	<input type="checkbox"/> Comprehensive Pedestrian/Bicycle Plan <input type="checkbox"/> Bicycle Safety Education <input checked="" type="checkbox"/> Capital: Pedestrian and/or Bicycle facility <input type="checkbox"/> Capital: Bicycle facility only

III. Clear and Complete Proposal

Please complete section III.a. for all project types:

- a. Describe the project elements. For capital projects indicate location, length, scope, size or extent.

The project is located on both sides of State Route 23, between U.S. Route 101 and Triunfo Canyon Road. The distance between U. S. 101 and Triunfo Canyon Road is approximately 1 mile. Two sections have missing sidewalk: on the west side of Westlake Boulevard, between the U.S. Route 101 and Agoura Road (1/3 mile) and on the east side of Westlake Boulevard, between Agoura Road and Bay Drive (1/2 mile). The project includes: constructing sidewalks, installing pedestrian crossing, retrofitting existing and installing new curb ramps, and stripe/restripe new bike lanes

Please complete section III.b. for Comprehensive Plan projects only:

b. Check one: ☐ New Plan

☐ Update to existing plan

Date of previous plan:

c. Funding and Local Cash Match

Enter total project cost, totaling funds from all

sources, here: \$620,000

Funds requested:

\$60,000

Local match provided:

\$560,000

Local match percentage:

90 % Total project cost is \$620,000. The City is matching the request with HSIP Cycle 6 funds and City funds.

To calculate local match percentage, divide Local match by Funds Requested e.g.:

$$\frac{\text{Local match provided}}{\text{Funds requested}} = \text{percentage match}$$

*When a local match is provided by the applicant, the local match % must be used at each dollar is spent on the project.

d. Please provide the total mileage of Class I pathway miles in your jurisdiction: 3__

IV. Meets Evaluation Objectives

Please complete section - SAFETY

- a.
- How will the proposed project affect safety at existing facilities or improve safety by building new facilities? When describing the project conditions, include any accident statistics and describe how the project will correct or improve the situation.
 - How will the project be maintained?

How will the proposed project affect safety at existing facilities or improve safety by building new facilities? When describing the project conditions, include any accident statistics and describe how the project will correct or improve the situation.

The City has an ongoing program to construct missing sidewalks throughout the City and maintains a priority list ranking missing sidewalk locations based on several factors: pedestrian traffic attractor and generator, construction difficulties, proximity to schools, and road classifications. The project location has the highest ranking and was identified as the top priority for the City. The City identified the need for sidewalk along this corridor based on accident data. Currently, pedestrians and wheelchair users must travel on Westlake Blvd in 40 mph with an average daily traffic count of 25,000- 45,000 vehicles. A review of pedestrian and bicycle collisions was performed on this

segment using the most current data for the past 5 years (2009-2014). The data shows 11 total collisions, 9 involving bicyclists (all injury) and 2 pedestrians (both injury). Outside of the data range is the 2007 fatal accident involving a pedestrian who was hit by a vehicle on Westlake Boulevard at Bay Drive.

The installation of sidewalks provides a safe path of travel for pedestrians and ensures they are not forced to walk in the roadway. Additionally, the City will retrofit existing and construct new curb ramps that will comply with Caltrans' 2010 Standard Plan A87A. Sidewalk construction will require additional work to complete the sidewalk, such as earth work and grading, a concrete masonry slough block wall, railing, and tree removal. Other improvements that will enhance bicycle and pedestrian safety along this corridor include existing curb ramp retrofit, new curb installation, new bike lane striping at intersections, restripe existing faded bike lanes, and stripe intersections and ramp crossing (revise traffic lane striping, stripe bicycle lanes through intersections). These safety enhancements are necessary, as this corridor is used frequently by pedestrians and bicyclists, and past 10-year collision data shows both bicycle and pedestrian collisions occurred along this corridor between 2003 and 2011.

How will the project be maintained?

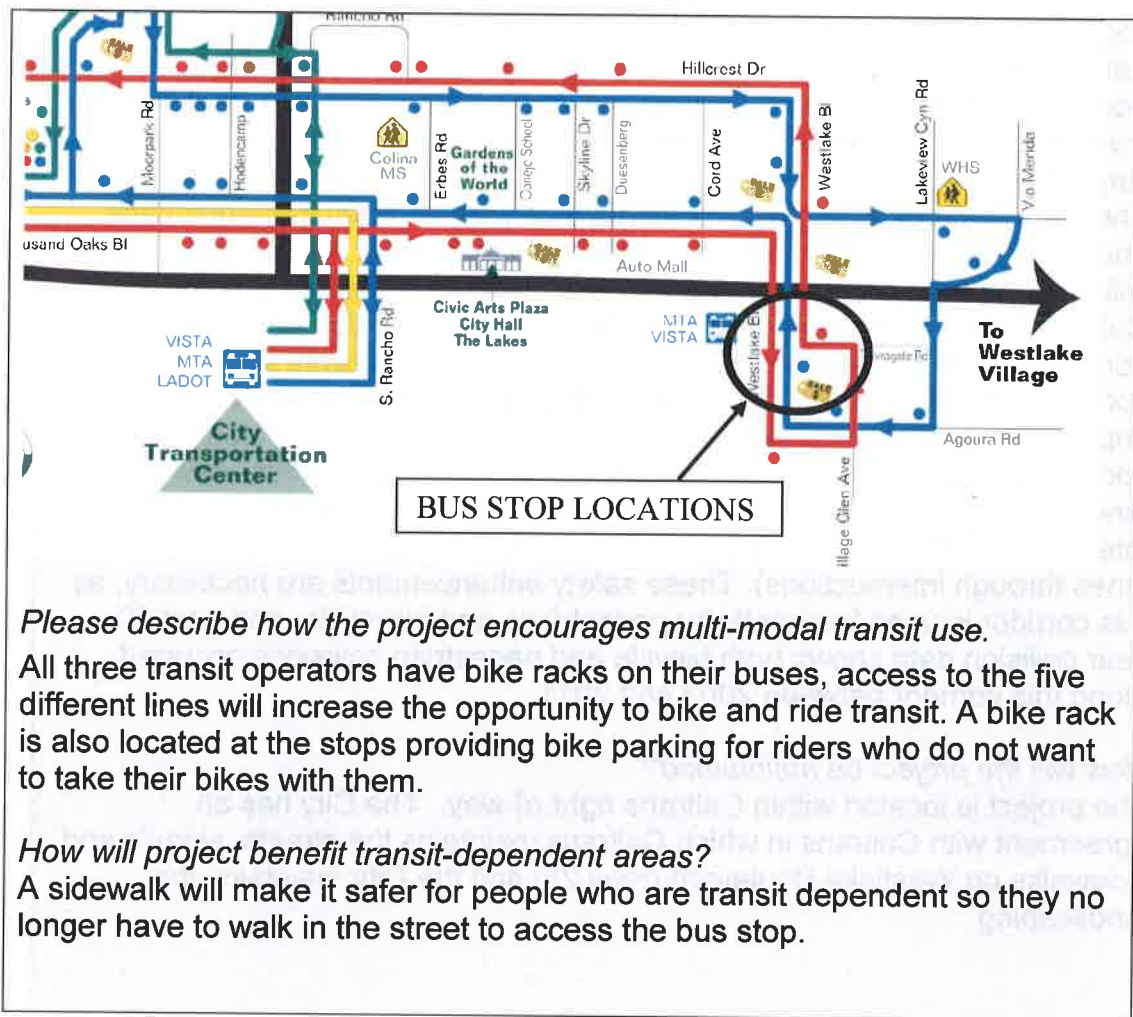
The project is located within Caltrans right-of-way. The City has an agreement with Caltrans in which Caltrans maintains the streets, signals and sidewalks on Westlake Boulevard (Hwy 23) and the City maintains the landscaping.

b. *Please complete section – TRAFFIC GENERATORS*

- Please describe how the project connects to transit stops, train stations, schools, senior centers, work sites and other major traffic generators.
- Please describe how the project encourages multi-modal transit use.
- How will project benefit transit-dependent areas?

Please describe how the project connects to transit stops, train stations, schools, senior centers, work sites and other major traffic generators

The project will provide access to the intersection of Westlake Boulevard/Townsgate Road, where there is a bus stop location for five bus lines: Thousand Oaks Transit (TOT) Red and Blue Lines, VCTC Intercity (VISTA 101 Line, LADOT 422/423 line and METRO 161 line. The bus lines provide transit service throughout the County and the City including access to the Community Transportation Center. Access to this bus stop will provide access to Moorpark's Metrolink Station now that TOT now provides service to this station. Improved pedestrian access to transit facilities will greatly benefit transit dependent people and overall increase ridership.



Please describe how the project encourages multi-modal transit use.

All three transit operators have bike racks on their buses, access to the five different lines will increase the opportunity to bike and ride transit. A bike rack is also located at the stops providing bike parking for riders who do not want to take their bikes with them.

How will project benefit transit-dependent areas?

A sidewalk will make it safer for people who are transit dependent so they no longer have to walk in the street to access the bus stop.

Please complete section – PROJECT READINESS

- c.
- When will the project be implemented?
 - Have past funds been spent? If not, why not? Please refer to claimant's annual TDA Article 3 audit for details.
 - Can the project be partially funded or divided into phases? If yes, describe the different parts or how the project could be phased, and the cost associated with each phase:

When will the project be implemented?

The project is currently in design. In November 2014 the City hired MNS Engineering, Inc. (MNS), of Thousand Oaks, CA, for engineering and design of the Westlake Boulevard Sidewalk. The project's general design and construction schedule is as follows:

Complete Design	Winter, 2015
Construction Bid & Award	Spring, 2015
Construction	Summer, 2015

Have past funds been spent? If not, why not?

Past year funds have been spent or the projects are currently in the construction (2013/14 Los Feliz Sidewalk Project), or design (2014/15) Janss Road Sidewalk Project and will be spent within the next 12 months.

Can the project be partially funded or divided into phases? If yes, describe the different parts or how the project could be phased, and the cost associated with each phase:

The project cannot be partially funded or divided into phases. As this is the highest priority project for the City, it is the goal to complete this project by the end of Summer 2015.

d. *Please complete section – MISSING LINK AND CONNECTIVITY*

- Describe if other agencies are involved in the project and their role.
- Does the project connect with facilities within a city, or with another area and/or regional facilities?
- Please describe if or how the project fills in a “missing link” identified in the Countywide Bicycle Plan?
-

Describe if other agencies are involved in the project and their role.

Caltrans is involved with the project. Westlake Boulevard, south of U.S.101 is State Route 23 and is maintained by Caltrans. During project design Caltrans will review and approve the plans and following construction Caltrans will maintain the project excluding landscaping. Landscaping will be maintained by the City.

Does the project connect with facilities within a city, or with another area and/or regional facilities?

The project will connect to the existing sidewalks both north and south of the project on the east and west side of Westlake Boulevard.

Although the existing bike lanes are not a “missing link” in the Ventura Countywide Bicycle Master Plan by providing a sidewalk the project provide conformity with the Countywide Bicycle Master Plan.

Please describe if or how the project fills in a “missing link” identified in the Countywide Bicycle Plan?

The construction of sidewalk will provide a pedestrian path separate from the existing bike lanes which will make the bike lanes much safer for both pedestrians and cyclists.

e. *Please complete section – SPECIAL CONSIDERATIONS*

- Please specify if a local match is being provided.
- Please describe how the project improves accessibility to the area.
- Please describe if there are special environmental advantages to the project.
- Please describe the degree of public support for the project.

Please specify if a local match is being provided.

The total project costs \$620,000 which includes design and construction. The City received a Highway Safety Improvement Program (HSIP) Cycle 6 Grant in the amount of \$534,200 for design and construction of the project. Between the HSIP and City funds, the project is matched at 90% of the total project costs.

The project is currently in design and City staff planned to prepare the required Environmental Document (ED) for the project. Because of the potential impact to existing trees and City's designation of Westlake Boulevard as a scenic corridor, it is anticipated that the preparation of a Mitigated Negative Declaration (MND) will be needed to satisfy the environmental review requirements of the California Environmental Quality Act (CEQA). There will be a need for preparing a number of supporting studies including: 1) Noise Technical memorandum, 2) Air Quality Technical Memorandum, and 3) Visual Resources Technical Memorandum. In addition, a Preliminary Environmental Study (PES) form will be required to determine the number and scope of technical studies required for National Environmental Policy Act (NEPA) compliance and as required by Caltrans.

The City is also planning several outreach meetings to inform the residents of the potential conflict of the new sidewalk with mature trees and obtain input on locations for replacement trees. In addition to hiring an arborist and a landscape consultant as part of the design team, the City is in the process of hiring a public relation firm to assist with the community outreach efforts. The costs to provide these extra studies and outreach was not considered in the original budget.

Please describe how the project improves accessibility to the area.

The project will provide a safe path of travel for pedestrians who currently walk in the street both facing and away from traffic. Walkers, strollers, joggers, skateboarders, and rollerbladers all share the street with many cyclists as this is part of the very popular "around the Lake" route. Providing a sidewalk with upgraded curb ramps will greatly increase safety and accessibility in the area.

Please describe the degree of public support for the project

There is overwhelming public support for this project as indicated by it being the most requested sidewalk project in the City. Both residents of the Cities of Thousand Oaks and Westlake Village have called and written requesting improvements to Westlake Boulevard.

f. Project is consistent with local or regional plans (add lines, if necessary):

Type of Plan:	Name of Plan, page (if applicable)
i. County of City facilities plan	City of T.O. Bicycle Facilities master Plan Page 27,

ii. Circulation element of general plan	City Circulation Element updated per Resolution 2013-95 (December 17, 2013) and City Design and Construction Standards Plate 2-1 updated March 27, 2012.
iii. <i>Ventura County Comprehensive Bicycle Plan</i>	Page 115
iv. Other bicycle, pedestrian, complete streets, or similar plan(s):	
v.	
vi.	

VIII. **Project Contact Information**
Please complete section VIII. for all project types:

Primary Contact
Name and Title:

Kathy Lowry, Engineer Associate

Applicant agency and
address:

City of Thousand Oaks
2100 Thousand Oaks Blvd
Thousand Oaks, Ca 91362

Telephone:

805-449-2416

e-mail address:

klowry@toaks.org

Secondary Contact
Name and Title:

James Mashiko, Senior Traffic Engineer

Telephone:

805-449-2418

e-mail:

jmashiko@toaks.org

**VCTC TRANSPORTATION DEVELOPMENT ACT (TDA) CLAIM FORM
BICYCLE AND PEDESTRIAN FACILITIES CLAIMS
ARTICLE 3 / PUC 99233.3**

Fiscal Year: 2015/16

Date: March 12, 2015

Claimant: City of Thousand Oaks

Address: City of Thousand Oaks, 2100 Thousand Oaks Blvd. Thousand Oaks, CA 91362

Contact Person: Kathleen Lowry

Title: Engineer Associate

Telephone #: 805-449-2416

Fax # 805-449-2475

E-Mail: klowry@toaks.org

REQUESTED PAYMENT:

AMOUNT

Article 3 Funds Requested

\$60,000

Claimant acknowledges that payment by the County Auditor of an allocation made by Ventura County Transportation Commission is subject to such monies being on hand and available for distribution and to the provision that such monies be used only in accordance with the terms of the allocation instruction issued by the Ventura County Transportation Commission and in accordance with applicable State regulations.

Authorizing Signature:

Print Name and Title:

Date:


Jay T. Spurgin, Public Works Director
March 12, 2015

**TDA ARTICLE 3 BICYCLE AND PEDESTRIAN FACILITIES CLAIMS
FINANCIAL REPORTING FORM**

Claimant: City of Thousand Oaks Date: March 12, 2015 _____

TDA ARTICLE 3 REVENUES & EXPENSES OF CLAIMANT

		FY 14/15 Estimated	FY 15/16 Requested
	Revenues		
1	Article 3 Revenues	\$50,000	\$60,000
2	Interest		
3	Refunds		
4	Total	\$50,000	\$60,000
	Expenditures		
5	Construction	\$441,742	\$60,000
6	Maintenance	0	
7	Planning	0	
	Balance		
8	Excess of Revenue over expenditures (subtract Lines 5, 6 & 7 from Line 4)	-391,742	0
	Fund Balance		
9	Beginning of Year	\$391,742	\$60,000
10	End of Year	\$441,742	\$0

ProjectName: Westlake Boulevard Sidewalks

Description: Design and Construct Sidewalk on Westlake Boulevard south of U.S. 101 to Triunfo Canyon Road

Project Revenue Budget:

TDA Article 3 Bike/Ped	\$60,000 _____
TDA Article 8 Local Streets	\$0 _____
Other (specify) _____	\$534,200 HSIP Cycle 6 Grant
	\$25,800 City Funds _____
TOTAL	\$620,000 _____

**STANDARD ASSURANCES
FOR BICYCLE AND PEDESTRIAN CLAIMANTS**

Claimant: City of Thousand Oaks Fiscal Year: 2014/2015

CLAIMANT ASSURANCE: (Initial below)

Initial

90-DAY ANNUAL REPORT

Claimant certifies that it has submitted a State Controller's report in conformance with the uniform system of accounts and reports, to VCTC and to the State Controller, pursuant to PUC 99245, for the prior year (project year minus two). Claimant assures that this report will be completed for the current fiscal year (project year minus one).

The undersigned hereby certifies that the above statement is true and correct.

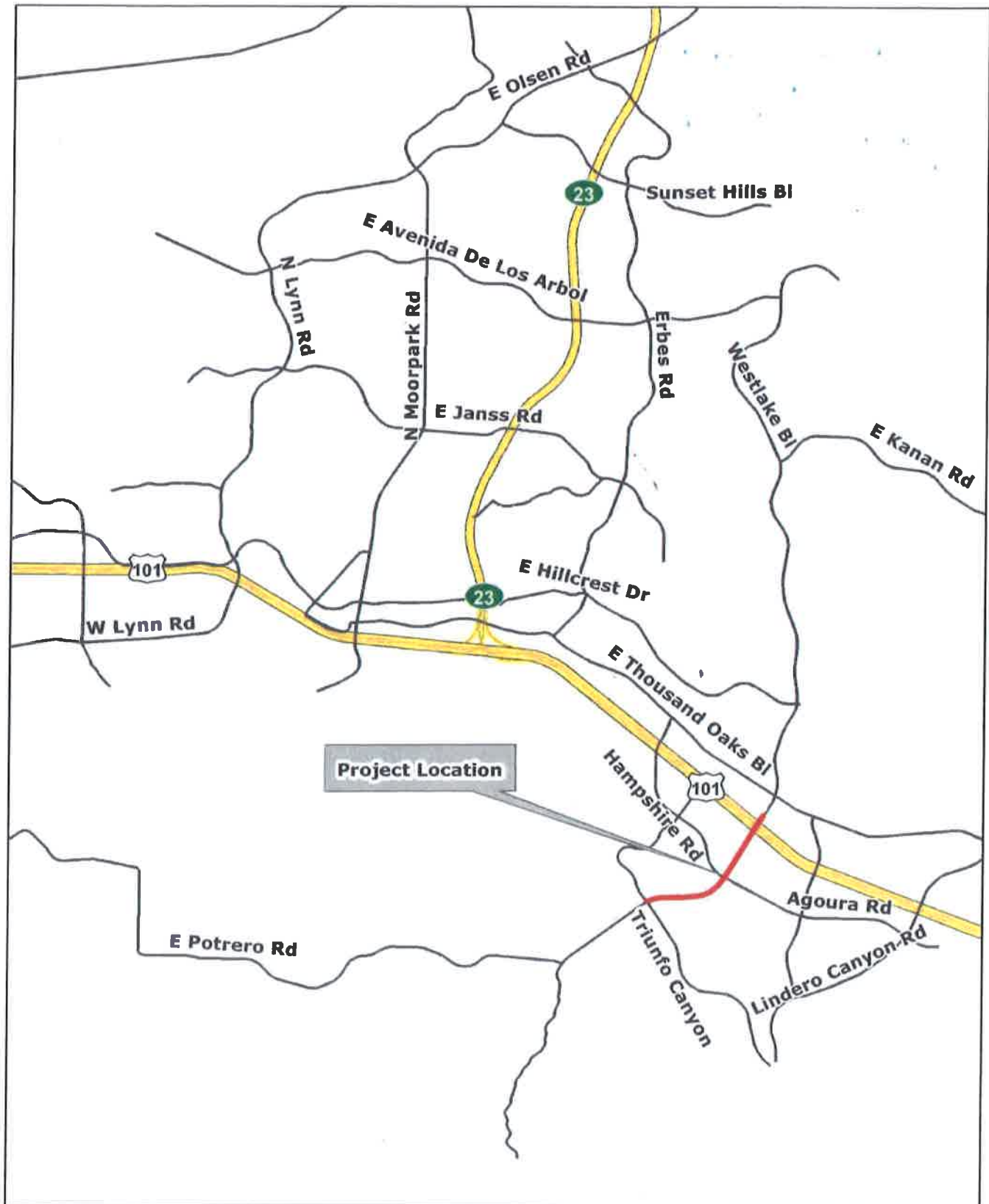


(Authorizing Signature)

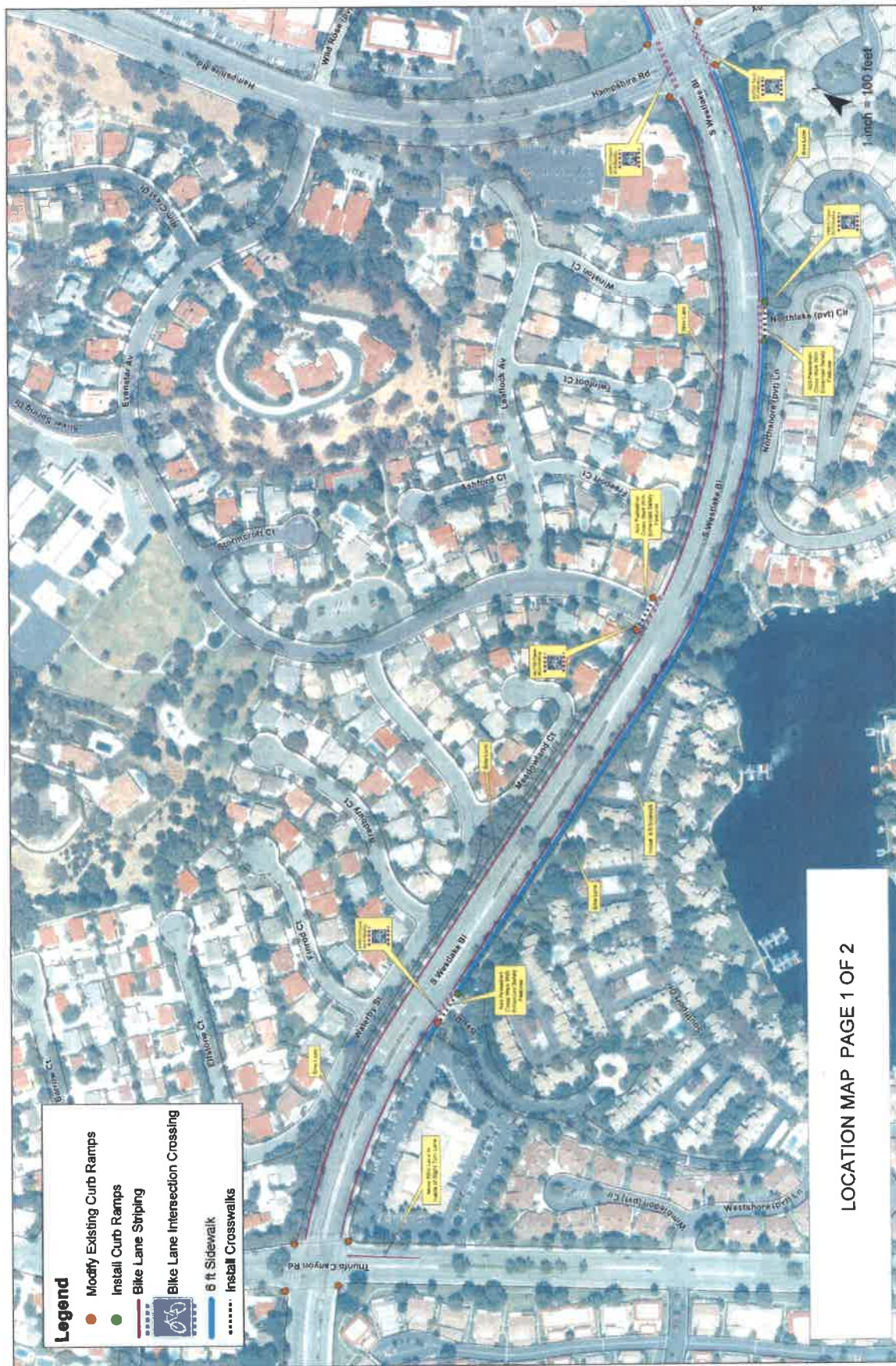
Jay T. Spurgin, Public Works Director **(Print Name & Title)**

(Note: The resolution does NOT need to accompany the claim; it can be sent later. However, it must be submitted before any Article 3 funds can be allocated)

Westlake Blvd Sidewalk and Bike Lane Project



Vicinity Map



Westlake Blvd, Hampshire/Agoura Rd to Westlake 101 Ramps



WESTLAKE BOULEVARD SIDEWALKS, CURB RAMPS, AND BIKE LANES



Westside of Westlake Blvd, southbound, south of the U.S. 101 southbound off ramps



Westside of Westlake Blvd, southbound, north of Agoura Road



Eastside of Westlake Blvd, southbound, north of Bay Drive



Eastside of Westlake Blvd, southbound, north of Northlake Circle

ATTACHMENT #4

STATE OF CALIFORNIA--BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 S. Main Street, Suite 100, MS-15

Los Angeles, CA 90012

Phone: (213) 897-1825

Fax: (213) 897-0360

TTY: (213) 897-4937



*Flex your power!
Be energy efficient!*

July 17, 2013

Mr. Mike Tohidian, P.E.
City of Thousand Oaks
Department of Public Works
2100 Thousand Oaks Blvd.
Thousand Oaks, CA 91362

Dear Mike,

This is the follow up to our meetings regarding the city's proposal to install missing sidewalks and to enhance existing cross walks, curb ramps and bike lanes along Westlake Boulevard (State Route 23) from Triunfo Canyon Road to 101 freeway, in Thousand Oaks.

Based on the preliminary meetings and discussions, we believe this is a project that could enhance the overall safety and improve the usability of Westlake Boulevard. Therefore, Caltrans would support this project, and we are looking forward to working with the city as a partner to improve the safety of this roadway.

Thank you for the opportunity to participate in this proposed project. If you have further question or additional information, please contact me, or Mr. Trung Duong of my staff at (213) 897-0837.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kirk Patel'.

Kirk Patel, P.E.
Senior Transportation Engineer
Office of Traffic Engineering -- North Region

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-0784
FAX (213) 897-2999



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CITY OF THOUSAND OAKS

2013 DEC -5 P 3:51

PUBLIC WORKS DEPT.

November 15, 2013

Mr. Mike Tohidian
Senior Engineer
City of Thousand Oaks
2100 Thousand Oaks Blvd.
Thousand Oaks, CA 91362

Dear Mr. Tohidian:

Congratulations! The following project(s) you submitted for Highway Safety Improvement Program (HSIP) Cycle 6 funding has been selected for implementation:

HSIP Project Description Upgrade striping and curb ramps; install crosswalks; Remove trees; Construct sidewalks

Project Location On Westlake Blvd (SR 23) between Ventura Freeway (SR 101) and Triunfo Rd, on SR 101 between postmile 0.70 and postmile 0.71

Total Project Cost \$593,600

Federal Funds \$534,200

To view the complete statewide project listing, visit the HSIP website at:
http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prev_cycle_results.htm.

In Cycle 6, 260 projects were selected from a candidate pool of 389 applications. All projects competed on the basis of their Benefit Cost Ratio. The selected HSIP projects, totaling \$150.4 million, will utilize the available HSIP programming capacity in the 2013 Federal Statewide Transportation Improvement Plan (FSTIP).

While we congratulate you on competing successfully for HSIP funding, Caltrans now expects your agency to expedite the delivery of this safety project(s) wherever practical!

For all HSIP projects, Caltrans now requires agencies to meet delivery deadlines for two key milestones:

1. Request Authorization to Proceed with Preliminary Engineering (PE) within 6 months after the project is amended into the FSTIP. *
 2. Request Authorization to Proceed with Construction (CON) within 30 months (2 ½ years) after the project is amended into the FSTIP.
- * Note: For agencies that do not need Authorization to Proceed with PE because they are not using federal funds for this phase, the agency will only be held to requesting Construction Authorization within 30 months after the project is amended into the FSTIP.

November 15, 2013

Page 2

Caltrans will track the delivery of these selected HSIP projects and prepare a quarterly report showing the delivery performance of each project. The quarterly report link is:

http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm

Projects that miss milestones per the HSIP guidelines will be flagged in these reports. Caltrans will not accept HSIP applications from agencies with flagged projects during future open cycle 'call for projects'.

The Southern California Association of Governments will be informed of each project being approved for funding. Caltrans Headquarters staff will work with SCAG to include each project in their next FSTIP Amendment. It is your agency's responsibility to track your Metropolitan Planning Organizations (MPO's) FSTIP Amendments to confirm when the Federal Highway Administration (FHWA) approval has occurred for your project. At that time your agency may submit a request for authorization (RFA) to begin reimbursable work on the project in accordance with federal-aid project implementation procedures.

Your agency is encouraged to complete your non-reimbursable efforts of completing activities and preparing documents required for your first RFA to proceed with your first phase of work. These efforts can and should begin now in anticipation of your project(s) being included in approved FSTIP. Please contact Dale Benson to arrange for an on-site field review to evaluate and assess the entire scope of the safety project. A field review form can be found in the Local Assistance Procedures Manual or at the Local Programs website:
<http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>.

Given that HSIP safety projects are lump-sum programmed in the FSTIP, it can be expected that one or more phases of a project's delivery schedule will not match the FFY in the FSTIP. When this occurs, local agencies will use the Expedited Project Selection Procedure (EPSP) in conjunction with their RFA. More information on when local agencies are expected to use EPSP on HSIP projects and the procedures to follow can be found at the above referenced webpage for the HSIP delivery requirements.

If you have questions, please feel free to contact Dale Benson at (213) 897-2934, or at Dale.Benson@dot.ca.gov.

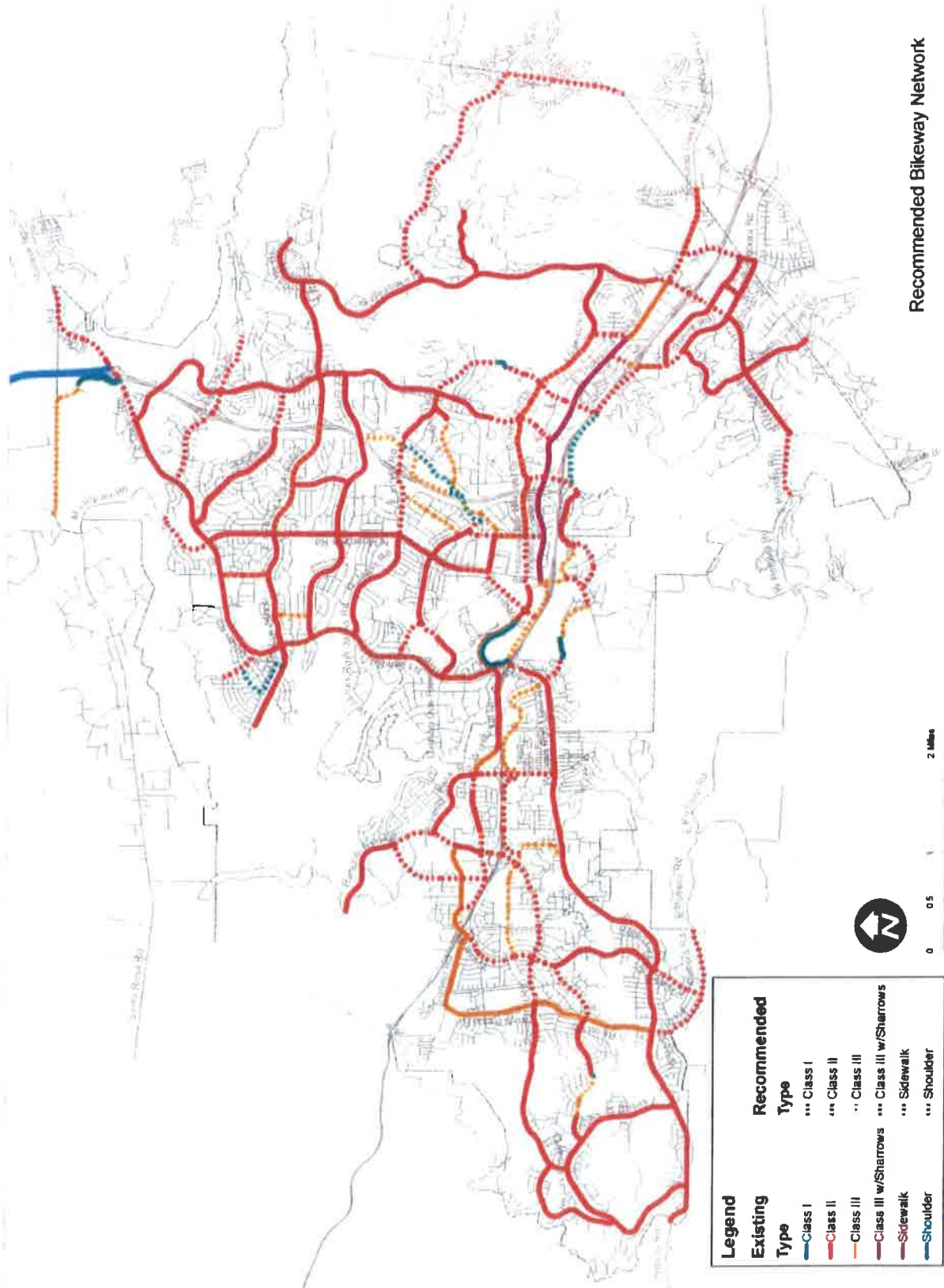
Sincerely,

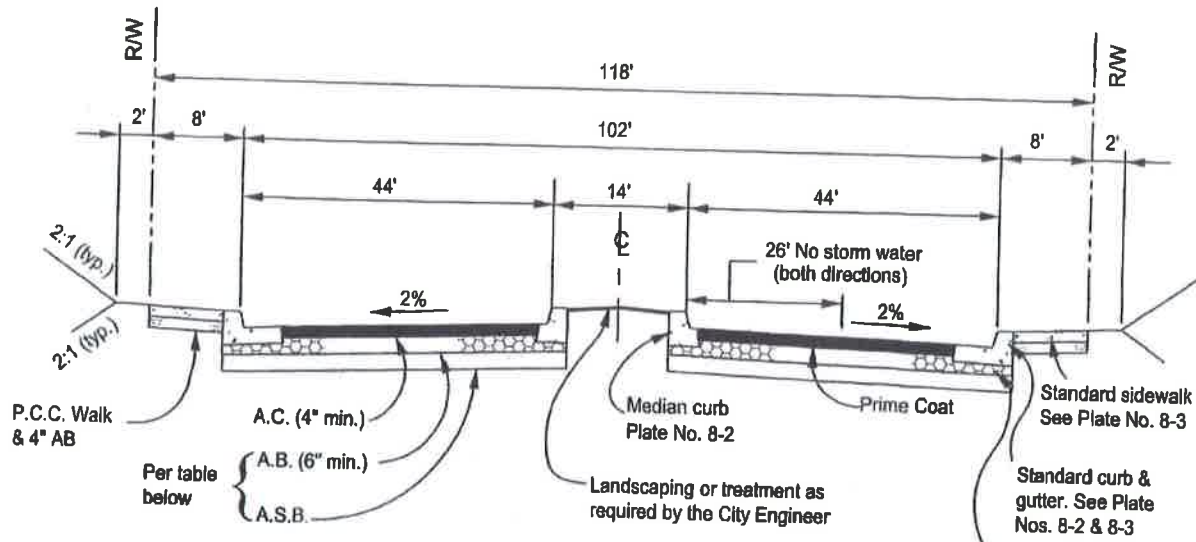


FS

David Sosa
District Local Assistance Engineer

FIGURE 4: RECOMMENDED BIKEWAY NETWORK



**DESIGN CRITERIA:**

DESIGN SPEED
CURVE RADIUS
GRADIENT

STOPPING SIGHT DISTANCE
INTERSECTION SIGHT DISTANCE
SUPERELEVATION
CURB RETURN RADIUS
CURVE LENGTH
TRAFFIC INDEX

55 M.P.H. MIN.
1160' MIN. (WITH MAX. SUPERELEVATION)
0.6% - 5.0% OR AS DETERMINED BY THE
PUBLIC WORKS DIRECTOR
500' MIN.
605' MIN.
0.04 MAX.
35' MIN.
500' MIN., 0.5 MILE MAX.
8.5

DRAINAGE:

SEE "1" SERIES PLATES

NOTES:

1. Emergency parking only.
2. Pavement width measured from top inside face of opposing curbs.
3. Base under curb and gutter shall extend to same depth as street base (6" min.).
4. Additional easements may be required for utilities where necessary.
5. Street trees shall be required behind sidewalk unless 10' sidewalk is provided.
6. Length of vertical curve, see Plate No. 3-8.
7. For curves > 1200', superelevation per Plate No. 3-5.
8. Median landscaping, berming and street furniture in median and along parkways located within 500' of any median opening or intersection shall be approved by City Traffic Engineer.
9. Minimum distance between intersections shall be 1320'.

TABLE FOR A.B./A.S.B.

BASEMENT SOIL 'R' VALUE	≥ 56	49-55	42-48	35-41	28-34	21-27	14-20	7-13	< 7
A.S.B. THICKNESS WHEN USED WITH 6" A.B.	—	—	5"	7"	9"	11"	14"	16"	18"
ALTERNATE - A.B. ONLY	6"	8"	10"	12"	14"	16"	18"	20"	22"

CITY OF THOUSAND OAKS
PUBLIC WORKS DEPARTMENT

CHG DESCRIPTION DATE INITIAL
APPROVED *Mark W. [Signature]* 5/20/13
CITY ENGINEER DATE

STANDARD
PRIMARY ROAD
CONTROLLED ACCESS

PLATE NO.
2-1

Schedule of Status of Funds by Project

Fiscal Year Ended June 30, 2014

Unexpended interest accumulated to date

Fund Balance at June 30, 2014

* Bicycle Path Maintenance does not require local match and is not applicable

ATTACHMENT #9

Thousand Oaks Acorn

Serving Thousand Oaks, Newbury Park, North Ranch and Westlake

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2014-12-11 / Community

New sidewalks planned for Westlake Boulevard

Preserving old-growth trees a priority

By Anna Bitong

annab@theacorn.com



SAFER FOR PEDESTRIANS— This illustration indicates where the city plans to add sidewalks on Westlake Boulevard south of Hampshire Road. The city also plans to add a sidewalk between Hampshire and the 101 Freeway. Courtesy of City of Thousand Oaks

Construction of sidewalks along two busy stretches of Westlake Boulevard between the 101 Freeway and Triunfo Canyon Road is tentatively slated to begin next summer.

The Thousand Oaks City Council on Nov. 25 approved an agreement with T.O.-based MNS Engineering, Inc. for \$98,963 for the engineering and design of the sidewalks, which are expected to make things safer for pedestrians who use the roadway to traverse between homes and businesses.

The sidewalks will be installed on the east side of Westlake Boulevard between Triunfo Canyon and Agoura/Hampshire roads, and on the west side of the boulevard between

Agoura/Hampshire roads and the 101 Freeway.

In addition to sidewalks, the area will receive curb ramps, crosswalk striping and modified bike lane striping—all modifications aimed at decreasing the likelihood of a collision between a car and a bike or pedestrian, according to city engineer Mike Tohidian.

Tohidian said that between 2007 and 2011, two pedestrians were hit by vehicles within the project area. One person was killed after being hit by a vehicle Sept. 25, 2007, on Bay Drive. The area also had 10 reported vehicle-bike collisions in four years, he said, citing an accident database maintained by the state.

Where's the story?



6 Points Mentioned

"We knew it was a problematic area," he said. "Pedestrians don't have any sidewalks and they're forced to walk on the roadway. It does cause some of these accidents."

Because construction may affect mature sycamore trees in the area, the city will hire an arborist and a landscape consultant to evaluate and minimize impacts on trees and recommend locations where replacement trees may be planted.

"There are areas along there where there's just not enough room between improvements and the existing trees," said Cliff Finley, deputy director of public works for the City of Thousand Oaks at the Nov. 25 meeting.

Problem
Solution

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Kash Chandani
and Company CPAs
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"There may be a few trees that might be in danger, but we're hopeful that we can, through working with the homeowners associations and the property owners, obtain easements whereby we can meander the sidewalk around the conflicts," he said.

Councilmember Claudia Bill-de la Peña asked about possible dates for meetings to inform the public about the project. Finley said the meetings would likely be scheduled after the holidays.

"I have been receiving inquiries regarding community outreach for this particular project due to the large number of trees up and down Westlake Boulevard," Bill-de la Peña said.

Sidewalk installation on the busy arterial street has been a top priority for the city, which ranks the order of building sidewalks in areas without them according to volume of pedestrian traffic, distance from schools and other factors.

The city will use a \$534,200 Highway Safety Improvement Program grant to offset the project's estimated \$615,400 total cost. The balance will be paid with gas tax funds.

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